

REMARKS

Applicant respectfully requests reconsideration of the present application in view of the foregoing amendments and in view of the reasons that follow.

Claim 9 is currently being amended.

This amendment adds, changes and/or deletes claims in this application. A detailed listing of all claims that are, or were, in the application, irrespective of whether the claim(s) remain under examination in the application, is presented, with an appropriate defined status identifier.

After amending the claims as set forth above, claims 1-20 are now pending in this application.

Drawing Objection

In Section 1 of the Office Action, the Examiner objects to the drawings for not showing every feature of the invention specified in the claims. Specifically, the Examiner indicates that the “kiosk must be shown or the feature(s) canceled from claims 2, 11, and 14.” However, a kiosk is shown in Figure 4. The specification describes the kiosk 106 from Figure 4 as follows:

FIG. 4 illustrates a diagram depicting a remote baggage and passenger processing system 100 having a baggage and passenger processing server 102 coupled to a network 104. The network 104 can be a virtual private network (VPN) providing communication access between the server 102 and a **kiosk 106** and/or an employee workstation 108. The **kiosk 106** is a small structure having a display and an electronic processor located nearby or within the remote property where a passenger can provide identification, such as a credit card, and interact with the server 102 to check-in, receive a boarding pass, and check any baggage the passenger may have. The **kiosk 106** has a printing device that prints a boarding pass for the passenger as well as baggage claim tickets. An attendant finalizes the baggage check-in process by obtaining an identification label for the baggage, attaching it, and taking possession of the baggage. In an exemplary embodiment, an

attendant printer separate from the kiosk 106 is used for the printing of baggage identification labels or stickers.

(Present application, Paragraph [0030], emphasis added.)

Applicant respectfully request withdrawal of the drawing objection because the claimed features are clearly shown in the Figures.

Rejections Under 35 U.S.C. § 101

In Section 2 of the Office Action, Claim 9 is rejected under 35 U.S.C. § 101 because the Examiner says “it claims a human being, an attendant.” Claim 9 has been amended to recite “a baggage pick-up location” instead of an “attendant” to overcome this rejection. Applicant respectfully requests withdrawal of the rejection.

Rejections Under 35 U.S.C. § 102

Claims 1, 3, 6, 9, and 12

In Section 4 of the Office Action, Claims 1, 3, 6, 9 and 12 are rejected under 35 U.S.C. § 102(e) as being anticipated by U.S. Patent No. 6,512,964 (Quackenbush et al.). Applicant respectfully traverses the rejection. Quackenbush et al. fails to disclose, suggest, or teach Applicant’s claimed invention as recited in Claims 1, 3, 6, 9, and 12. Applicant also respectfully reserves the right to swear behind Quackenbush et al. as a prior art reference.

In the present application, Applicant discusses the Quackenbush et al. patent. Specifically, the Applicant states:

[0007] Another example of an attempt to improve common carrier baggage processing systems is described in U.S. Patent No. 6,512,964 entitled Baggage Transportation System and listing Quackenbush, et al. as inventors. The Quackenbush patent describes using the Internet to capture travel information from a user including an origin location and a destination location. The baggage is collected from the origin location, taken to an origin

airport where it placed on a correct flight, and delivered from a destination airport to the destination location.

[0008] The Quackenbush patent fails to provide important teachings that may ultimately determine the viability of the service when implemented, if ever. The Quackenbush patent indicates that a Ground Delivery Operator (GDO) picks up baggage from an origin location and takes it to an origin airport. However, there is no teaching of how customers check in baggage. It is not clear if the passenger has to wait for a GDO to travel to where the customer is or, if a GDO is located at the remote property, how staffing issues are addressed. Indeed, there is nothing in the Quackenbush patent that helps solve the staffing problems faced by known remote baggage processing systems, such as the CAPS service.

Quackenbush et al. does not disclose, suggest, or teach Applicant's claimed invention as recited in claim 1 (and dependent claims 3 and 6):

cross-utilizing employees of a remote property to obtain possession of the identified passenger baggage and manage transportation of the passenger baggage from the remote property to a common carrier origin identified in the received travel information.

Quackenbush et al. describes its process as follows: "Baggage 202 is picked up by a Ground Delivery Operator (GDO) from origin location 204. The baggage may be checked by the GDO at the origin location 204, or transported and checked on behalf of its owner at origin airport 206. In a preferred embodiment, the GDOs act as agents on behalf of the airline." (Col. 3, lines 13-18.) Nowhere does Quackenbush et al. describe cross-utilizing employees of the remote property to manage the baggage transportation to the common carrier origin. Moreover, Quackenbush et al. states that preferably, the GDO's act as agents *of the airline*. (See Col. 3, lines 17-18.) There is no suggestion in Quackenbush et al. that employees of the remote property work in the position of what it calls GDO's.

Quackenbush et al. does not disclose, suggest, or teach Applicant's claimed invention as recited in claim 9, as amended (and dependent claim 12):

a baggage pick-up facility at the remote property and staffed by an attendant that is cross-utilized with the remote property, wherein the attendant performs remote common carrier check-in services at the baggage pick-up facility as well as remote property services, wherein the attendant has met federal agency approval standards for common carrier check-in services.

As discussed with respect to claim 1, Quackenbush et al. does not describe cross-utilizing employees of the remote property to manage the baggage transportation to the common carrier origin. There is no suggestion in Quackenbush et al. that employees of the remote property work in the position of what it calls GDO's.

As the Examiner knows, a rejection under 35 U.S.C. § 102(e) cannot be properly maintained when the reference does not disclose each and every limitation of the rejected claims. Quackenbush et al. does not disclose each and every limitation of the rejected claims. Applicants, therefore, respectfully request withdrawal of the rejection of Claims 1, 3, 6, 9 and 12.

Rejections Under 35 U.S.C. § 103

Claims 4, 13, and 15-18

In Section 6 of the Office Action, Claims 4, 13, and 15-18 are rejected under 35 U.S.C. § 103 as being unpatentable over Quackenbush et al.. Applicant respectfully traverses the rejection. Quackenbush et al. fails to disclose, suggest, or teach Applicant's claimed invention as recited in claims 4, 13, and 15-18. Applicant also respectfully reserves the right to swear behind Quackenbush et al. as a prior art reference.

Claim 4 depends from claim 1. As discussed above, Quackenbush et al. does not disclose, suggest, or teach Applicant's claimed invention as recited in claim 1. The same arguments that apply to claim 1 should also apply to claim 4 because claim 4 includes all of the same elements as claim 1.

Claim 13 recites:

transferring possession of the passenger baggage from the passenger to an attendant at the remote property, the attendant at the remote property having remote property responsibilities and baggage management responsibilities, the attendant being qualified to obtain possession of the passenger baggage;

Quackenbush et al. does not disclose, suggest, or teach a method in which passenger bags are transferred to an attendant at a remote property where the attendant has both remote property responsibilities and baggage management responsibilities. This “cross-utilization” of employees is never even suggested by Quackenbush et al.. Claims 15-18 depend from claim 13 and, thus, also require this element.

As the Examiner knows, a rejection under 35 U.S.C. § 103(a) cannot be properly maintained when the references do not combine to disclose, suggest, or teach each and every limitation of the rejected claims. Quackenbush et al. does not disclose, suggest, or teach each and every limitation of Claims 4, 13, and 15-18. Applicant, therefore, respectfully requests withdrawal of the rejection of Claims 4, 13, and 15-18.

Claims 2, 11, and 14

In Section 7 of the Office Action, Claims 2, 11, and 14 are rejected under 35 U.S.C. § 103 as being unpatentable over Quackenbush et al. in view of U.S. Patent No. 5,793,939 (Yamazaki) and U.S. Patent No. 4,984,156 (Mekata). Applicant respectfully traverses the rejection. Quackenbush et al., Yamazaki, and Mekata in combination fail to disclose, suggest, or teach Applicant’s claimed invention as recited in Claims 2, 11, and 14.

The Examiner argues that Yamazaki and Mekata disclose a computer terminal in the form of a modular kiosk. However, neither Yamazaki nor Mekata disclose, suggest, or teach a kiosk in a remote location from a common carrier departure location. Claims 11 and 14 depend from Claim 9, which specifically recites that the “client computer ... is remote from a common carrier departure location.”

Claim 9 also recites “a baggage pick-up facility at the remote property and staffed by an attendant that is cross-utilized with the remote property,” which (as discussed above) is not disclosed, suggested, or taught by Quackenbush et al.. Yamazaki and Mekata fail to disclose, suggest, or teach this, too.

Claim 2 depends from claim 1, which (as previously discussed) recites:

cross-utilizing employees of a remote property to obtain possession of the identified passenger baggage and manage transportation of the passenger baggage from the remote property to a common carrier origin identified in the received travel information.

In combination, Quackenbush et al., Yamazaki, and Mekata fail to disclose, suggest, or teach “cross-utilizing employees of a remote property” as required by claim 2. Yamazaki and Mekata never mention or suggest remote properties or remote property employees. As described earlier, Quackenbush et al. never provides any suggestion that the employees of a remote facility be used to “manage transportation” of baggage, as required by claim 1.

As the Examiner knows, a rejection under 35 U.S.C. § 103(a) cannot be properly maintained when the references do not combine to disclose, suggest, or teach each and every limitation of the rejected claims. Quackenbush et al., Yamazaki, and Mekata do not combine to disclose, suggest, or teach each and every limitation of the rejected claims. Applicant, therefore, respectfully requests withdrawal of the rejection of Claims 2, 11, and 14.

Claim 5

In Section 8 of the Office Action, Claim 5 is rejected under 35 U.S.C. § 103 as being unpatentable over Quackenbush et al. in view of U.S. Patent No. 6,594,547 (Manabe). Applicant respectfully traverses the rejection. Quackenbush et al. and Manabe in combination fail to disclose, suggest, or teach Applicant’s claimed invention as recited in Claim 5.

The Examiner argues that Manabe discloses a “scannable barcode for a baggage tag.” However, Manabe does not disclose, suggest, or teach “cross-utilizing employees of a remote

property” as required by claim 1, from which claim 5 depends. Manabe never mentions or suggests remote properties or remote property employees. As described earlier, Quackenbush et al., never provides any suggestion that the employees of a remote facility be used to “manage transportation” of baggage, as required by claim 1.

Quackenbush et al. and Manabe do not combine to disclose, suggest, or teach each and every limitation of Claim 5. Applicant, therefore, respectfully requests withdrawal of the rejection of Claim 5.

Claims 7, 8, 10, 18, and 19

In Section 9 of the Office Action, Claims 7, 8, 10, 18, and 19 are rejected under 35 U.S.C. § 103 as being unpatentable over Quackenbush et al. in view of U.S. Patent No. 5,401,944 (Bravman et al.). Applicant respectfully traverses the rejection. Quackenbush et al. and Bravman et al. in combination fail to disclose, suggest, or teach Applicant’s claimed invention as recited in Claims 7, 8, 10, 18, and 19.

The Examiner argues:

Quackenbush ‘964 discloses all elements per claimed invention as explained in paragraphs 3 and 5 above. However, it is silent as to the specific [sic] of the valet service, concierge service, checkout service, security service, bellhop service, parking garage service, or room service provided along with the baggage service from the hotel.

The Examiner then points to Bravman et al. as disclosing “an example of a commonly well-known bellhop service provided via the handling of airline passenger/hotel guest’s [sic] baggage.” Col. 11, lines 15-17 and 24-26 of Bravman et al. states:

At each hotel or other destination, delivery personnel or hotel service personnel (e.g., a bellman) unloads the luggage for that destination. A terminal 15 is used as described above to verify that each bag is being unloaded at the correct destination. ...

At the hotel, service personnel (e.g., a bellman) may use a terminal 15 to scan a bag's bar code 72 to obtain the passenger identification code of the bag's owner.

Thus, Bravman et al. indicates that "hotel service personnel" can unload luggage at the destination hotel. Unloading guest luggage is one of the functions of a bellman. **However, there is no discussion, suggestion, or teaching in Bravman et al. whatsoever of "remote common carrier check-in services" to be performed by the employees of a remote property, as required by claims 7 and 8.** Claim 9, from which claim 10 depends, also requires that the attendant perform "remote common carrier check-in services." Bravman et al. only discusses "hotel service personnel" in connection with receiving luggage from a common carrier delivery service at a hotel. There is not any discussion or suggestion in Bravman et al. that "hotel service personnel" be used in the baggage management responsibilities including "transferring possession of the passenger baggage to the common carrier," as recited by claim 13, from which claims 18 and 19 depend.

As the Examiner knows, a rejection under 35 U.S.C. § 103(a) cannot be properly maintained when the references do not combine to disclose, suggest, or teach each and every limitation of the rejected claims. Quackenbush et al. and Bravman et al. do not combine to disclose, suggest, or teach each and every limitation of the rejected claims. Applicant, therefore, respectfully requests withdrawal of the rejection of Claims 7, 8, 10, 18, and 19.

Applicant believes that the present application is now in condition for allowance. Favorable reconsideration of the application as amended is respectfully requested.

The Examiner is invited to contact the undersigned by telephone if it is felt that a telephone interview would advance the prosecution of the present application.

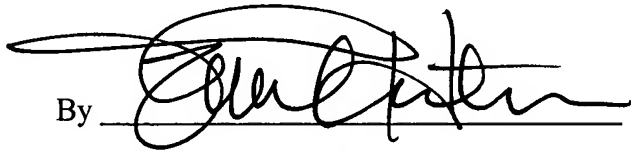
The Commissioner is hereby authorized to charge any additional fees which may be required regarding this application under 37 C.F.R. §§ 1.16-1.17, or credit any overpayment, to Deposit Account No. 50-2350. Should no proper payment be enclosed herewith, as by a check being in the wrong amount, unsigned, post-dated, otherwise improper or informal or even entirely missing, the Commissioner is authorized to charge the unpaid amount to Deposit Account No. 50-2350. If any extensions of time are needed for timely acceptance of papers submitted herewith, Applicant hereby petitions for such extension under 37 C.F.R. §1.136 and authorizes payment of any such extensions fees to Deposit Account No. 50-2350.

Respectfully submitted,

Date December 17, 2004

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By

A handwritten signature in black ink, appearing to read "Paul S. Hunter", written over a horizontal line.

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